ABSTRACT OF THE DISCLOSURE

A tread for a tire having a preferred direction of travel has a plurality of tread pattern blocks, the upper faces of which are intended to come into contact with the roadway during travel of the tire. The tread pattern blocks are provided with a plurality of wells of section S and of depth H, each block being divided into a front section and a rear section by a median plane Pv perpendicular to the upper contact face of the block and to the longitudinal direction of the tread and passing through the center of mass G of the contact face of the block when new. The front section has a leading edge and the rear section has a trailing edge. This tread is characterized in that, when new and for each tread pattern block which is provided with wells, the volume of all the wells located in the front section of the block is greater than the volume of all the wells located in the rear section of the block.